

Industrial and Commercial.

MINE, MILL AND RAILROAD.

"George Gilles, of Carbondale," says the Anthracite, "is the inventor of a coal cleaner and coal washer which promises to be adopted for universal use and at the same time make its father one of the financial powers of the country. He is in receipt of letters patent and has placed his models and specifications in the hands of the Hendricks Manufacturing company, which are now making an estimate on the cost of manufacturing the machine, which will soon be placed on the market. The machine consists of two cylinders, one fitting closely over the rim of the other, forming a water tight joint, and being constructed in a manner that permits of their separation easily and quickly. The upper one is a perfect circle, while the lower one is cone shaped, the small end being down. In the bottom of the tub or upper cylinder is a perforated sheet iron plate, beneath which is a screw propeller which forces the refuse out of an opening in the bottom of the catch basin or lower cylinder. On the upper side of the perforated disc are wings or paddles for agitating the coal and keeping the mass lifted about the plate. On the side of the tub is a lever or sluiceway through which the cleaned and prepared coal passes. The revolution of the paddles—set on a slight incline—raises the coal to a level with the opening and from the tub it is forced into a screen of shaker, or both. The tub is fed by chute or funnel at the top, regulated by the momentum of the paddles to prevent blocking or over feeding. Water is also fed from the top, and to every two inches of water supplied, three-fourths or one inch passes out at the bottom of the catch basin with the mud, and the balance is forced through the sluiceway with the clean coal. The capacity of a test machine built for use at the Fall Brook mine is one ton in seven or nine minutes. Its cylinders are three feet in diameter, the tub being two and a half feet deep. In the machines to be constructed, Mr. Gilles says, the capacity will be governed entirely by the demand. With requisite power he claims that one of his tubs will clean a ton of coal per minute, but, he added, that two-horse power would suffice for the smaller cleaners. The estimated cost of construction of the machines is \$400.

The Philadelphia Press financial editor regards as very important the action which the individual operators took at their New York meeting. "The companies, as is well known," he says, "bring from the individual operators some 12,000,000 tons of coal per annum for 60 per cent. of the delivered price of coal at New York. This average for stove at the present time is about \$2 per ton at the mines, which is all that is received by the individual operators. The companies put an entirely different price on coal delivered at Buffalo along the line of their roads and in Philadelphia. At this time while the individual operators are getting \$2 for stove coal at the mines based on the price the companies are getting \$2.40 at the mines for coal delivered along the line, at Buffalo and in Philadelphia. The feeling of the individual operators is that they are not getting enough money for their coal or that the price of coal at other points is too high. The matter is an extremely important one, as it will lower the price of coal at practically all non-competitive points and interfere with an arrangement which is as old as the coal trade."

MINOR INDUSTRIAL NOTES.

The Lehigh Valley shops at Delano are working thirteen days, with enough work ahead to last for months. The earnings of the Chicago and Eastern Illinois, for October, this year, dropped below those of October, 1893, \$129,570. The Lake Shore is running its shops full time and full-handed, and in some departments sixteen hours a day. The work is largely repairs. In railroad circles the revival of the Trans-continental association is thought to be imperative, since the Canadian Pacific has inaugurated its low rates. The Wilkes-Barre and Eastern is surveying a route from Yatesville to connect with the Erie and Wyoming Valley railroad in Pittston. A good deal of coal from this road, as well as from the Delaware and Hudson, will be run over the Wilkes-Barre and Eastern. Six new Babcock boilers, which the Lehigh and Wilkes-Barre are connecting at No. 4 slope, Audenried, are now ready for use. The boilers in position since the place was first opened are unable to furnish enough steam to heat two cars a trip, hence the improvement. J. D. Cary, superintendent for the Hillside Coal and Iron company, at Forest City, for the past nine years, has resigned his position, to take effect Dec. 1, next. He will be succeeded by Victor Peterson, an employee of the company at Scranton for many years. Mr. Cary will reside in Scranton.

STOCKS AND BONDS.

By the United Press. New York, Nov. 17.—The tremendous falling off in earnings of the St. Paul road for the second week of November was the signal for a heavy selling movement in the grangers, which carried these stocks down 1 1/2 to 2 1/2 per cent. The earnings for the period showed a decrease of \$124,901, or nearly 25 per cent. The statement frightened weak holders and at the same time bears on other properties took advantage of the uneasiness to hammer the general list. The Cammack brokers were active again in Manhattan and the lowest forced the stock down to 102 1/2, the lowest figure for a long time. All the low priced issues were heavy, the weakness

of the Southern railroads common and preferred stock being quite a feature of the market. The common fell from 12 1/2 to 10 1/2, and the preferred from 38 to 35 1/2. Small holders were said to be realizing. After 11 o'clock Jersey Central was bid up to 9 1/2, and this checked the decline for a time, but in the final dealings the selling was renewed and the lowest figures of the day were generally made. Other important losses were: St. Paul, 2 1/2 to 20 1/2; Big Four, 1 1/2 to 38; Burlington and Quincy, 1 1/2 to 74 1/2; Northwest, 1 1/2 to 100 1/2; Rock Island, 1 1/2 to 62 1/2; Louisville and Nashville, 1 1/2 to 57 1/2; Missouri Pacific, 3 1/2 to 28; Susquehanna and Western preferred, 1 1/2 to 43; Richmond Terminal, 1 1/2 to 15 1/2; Richmond Terminal preferred, 1 1/2 to 17 1/2, and Western preferred, 1 1/2 to 87 1/2. The closing was weak. Total sales were 120,829 shares. The range of today's prices for the active stock of the New York stock market are given below. The quotations are furnished The Tribune by G. D. B. Dimmick, manager for William Linn, Allen & Co., stock brokers, 412 Spruce street, Scranton.

Op'n	High	Low	Close
Am. Sugar Ref. Co.	88	87	87 1/2
Atch. & P. Co.	5 1/2	5 1/2	5 1/2
Ches. & Ohio	18 1/2	18 1/2	18 1/2
Chicago Gas	7 1/2	7 1/2	7 1/2
Chic. & N. W.	102	102	102 1/2
Chic. B. & Q.	74 1/2	74 1/2	75 1/2
C. C. & St. L.	38	38	38
N. Y. Central	62 1/2	62 1/2	62 1/2
Chic. R. I. & P.	63 1/2	63 1/2	63 1/2
Delaware & Hud.	123 1/2	123 1/2	124
D. L. & W.	157 1/2	157 1/2	158
Dist. & C. P.	9 1/2	9 1/2	9 1/2
Gen. Electric	35 1/2	35 1/2	36 1/2
Lake Shore	130 1/2	130 1/2	130 1/2
Louis. & Nash.	54 1/2	54 1/2	54 1/2
Manhattan Elec.	107 1/2	107 1/2	108
M. P. Electric	25 1/2	25 1/2	26
Nat. Cordage	10 1/2	10 1/2	10 1/2
Nat. Lead	41 1/2	41 1/2	41 1/2
N. J. Central	32	32	32 1/2
N. Y. Central	62 1/2	62 1/2	62 1/2
N. Y. & N. E.	21 1/2	21 1/2	21 1/2
N. Y. L. E. & W.	13 1/2	13 1/2	13 1/2
N. Y. S. & W.	15	15	14 1/2
N. Y. S. & W. P.	43	43	43
Nor. Pacific	17 1/2	17 1/2	17 1/2
Phil. & Read.	17 1/2	17 1/2	16 1/2
R. I. & P.	16 1/2	16 1/2	16 1/2
St. Paul	12 1/2	12 1/2	12 1/2
Wabash	14 1/2	14 1/2	14 1/2
West. Union	88 1/2	88 1/2	87 1/2

CHICAGO BOARD OF TRADE PRICES.

WHEAT.	May	June	July	Aug.
December	65 1/2	65 1/2	65 1/2	65 1/2
January	65 1/2	65 1/2	65 1/2	65 1/2
February	65 1/2	65 1/2	65 1/2	65 1/2
March	65 1/2	65 1/2	65 1/2	65 1/2
April	65 1/2	65 1/2	65 1/2	65 1/2
May	65 1/2	65 1/2	65 1/2	65 1/2
June	65 1/2	65 1/2	65 1/2	65 1/2
July	65 1/2	65 1/2	65 1/2	65 1/2
August	65 1/2	65 1/2	65 1/2	65 1/2
September	65 1/2	65 1/2	65 1/2	65 1/2
October	65 1/2	65 1/2	65 1/2	65 1/2
November	65 1/2	65 1/2	65 1/2	65 1/2
December	65 1/2	65 1/2	65 1/2	65 1/2
January	65 1/2	65 1/2	65 1/2	65 1/2
February	65 1/2	65 1/2	65 1/2	65 1/2
March	65 1/2	65 1/2	65 1/2	65 1/2
April	65 1/2	65 1/2	65 1/2	65 1/2
May	65 1/2	65 1/2	65 1/2	65 1/2
June	65 1/2	65 1/2	65 1/2	65 1/2
July	65 1/2	65 1/2	65 1/2	65 1/2
August	65 1/2	65 1/2	65 1/2	65 1/2
September	65 1/2	65 1/2	65 1/2	65 1/2
October	65 1/2	65 1/2	65 1/2	65 1/2
November	65 1/2	65 1/2	65 1/2	65 1/2
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May	65 1/2	65 1/2	65 1/2	65 1/2
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July	65 1/2	65 1/2	65 1/2	6